

## **Planning and Highways Committee**

### **Minutes of the meeting held on 27 July 2017**

**Present:** Councillor Ellison (Chair).

**Councillors:** Nasrin Ali, Shaukat Ali, Barrett, Chohan, Curley, Paul and Watson.

**Apologies:** Councillor Fender, Kamal, Lovecy and Madeleine Monaghan.

**Also present:** Councillors: A. Simcock.

#### **PH/17/57 Minutes**

To approve the minutes of the meeting held on 29 June 2017 as a correct record.

#### **PH/17/58 116190/FO/2017 - Land Bounded By Old Mill Street, Ashton Canal & Upper Kirby Street Manchester M4 6EB.**

A planning application 116190/FO/2017 for the erection of 3 pairs (6 in total) of semi-detached dwelling houses together with parking, landscaping and boundary treatments was received.

The application site relates to a rectangular shaped area of land bounded by Clibran Street and Leicester Road. The site was previously developed for housing but is now laid to grass partially enclosed by a knee rail. The site slopes away towards the south end by approximately 2 metres across the width of the site. There are a number of semi-mature trees. There are no formal footpaths across the site. However, there is a route through from Leicester Road to Clibran Street immediately adjacent to the application site.

The area within which the proposed site is located is largely residential in character, mainly comprising two storey terraced properties. With no off road parking and limited amenity spaces.

There are other similar grassed sites to this in the immediate area, which are also the subject of planning applications for infill housing and are to be brought forward by the same applicant in order to increase the supply of good quality homes in this part of the City.

The Committee welcomed the development, given the provision for affordable and low cost housing. The Committee also welcomed the 100% cycle parking provision contained within the development.

#### **Decision**

To approve the application subject to the conditions and reasons in the report and the late representation.

**PH/17/59      116190/FO/2017 - Land Bounded By Old Mill Street, Ashton Canal & Upper Kirby Street Manchester M4 6EB.**

A planning application 116190/FO/2017 for the erection of a part 6 part 10 storey building together with 5 storey link building to form 213 residential apartments with ground floor commercial space (300 sq metres) (use classes A1, A2, A3, B1 and D1 - excluding a place of worship) with associated car parking, hard and soft landscaping, access off Upper Kirby Street and other associated works was received.

A local business owner spoke to the Committee and explained that the proposals would have a significantly detrimental effect on his business, to the extent that it might fail. He told the Committee that in particular the vibration from the foundation stage of construction would produce a high level of low frequency vibration, which would mean he could not operate his business at all, as it relied on there being minimal background noise and vibration. He also said that prior to this application, he had been at a point of expanding the business but that this process was now on hold, and that he had incurred significant costs as a result.

The Committee were also told that the applicant had not communicated effectively with any of the local businesses, and that concerns that he had expressed in April were later omitted from the applicant's consultation document. In addition the consultation document said that all local businesses had received a hand delivered notice, but that he had received nothing.

The applicant's agent spoke to the Committee and said that the site had been identified as a development site for some time, and that while they had sympathy with the business owner, it was inevitable that the site would be developed at some point. They added that mitigation processes would be put in place, and that this development was a key part of the overall regeneration plan for the area.

Officers confirmed that there are appropriate conditions that will be applied to mitigate any disturbance during the construction period, including a detailed construction management plan outlining working practices during development which will safeguard the amenity of surrounding residents and businesses.

The Committee requested clarification that the Waste Management Plan was appropriate, and officers confirmed that the applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

Officers also confirmed that there was ongoing dialogue with the applicant regarding the provision of additional cycle parking, and that these discussions would continue through the pre-construction process.

The Committee carefully considered all representations, and while they were sympathetic to the concerns of the local business, did not determine that their concerns could not be mitigated by the conditions suggested in the report and the later representations.

## Decision

To approve the application subject to the conditions and reasons in the report and the late representation.

### **PH/17/60     115091/FO/2017 - The Bandstand Wall Way Manchester M18 7LJ**

A planning application 115091/FO/2017 for the change of use from Public house/restaurant to banqueting hall and restaurant (Sui Generis) together with associated single storey extensions, elevational alterations, boundary treatment and landscaping following removal outdoor play area, demolition of the pavilion and alteration to car parking layout was received.

This application related to the Bandstand public house, which lies in a small commercial/leisure complex adjacent to Debdale Park in Gorton. Other uses in the complex comprise a Mcdonalds drive-thru restaurant, Express Holiday Inn and a Pure Gym. In addition to a public house the premises were also used as a restaurant and an indoor children's play facility, although the premises are currently vacant. The site also includes outdoor play and seating areas and car parking facilities for 82 vehicles.

A local resident spoke in objection to the proposals and said that the proposed development would be completely unacceptable given the location of the site and the existing problems in relation to parking and traffic congestion. The resident said that the proposals, if approved, would result in a reduction in parking provision at the site, and given that the venue would cater for up to 700 people, this was inadequate as parking would be pushed onto neighbouring streets directly affecting residents. In addition, they pointed out that the applicant had suggested using parking provision at adjacent business premises, none of which had been agreed with the adjacent businesses concerned.

The applicants agent spoke in support of the proposals and said that there was no formal policy regarding the provision of car parking, and that the application should be assessed in the same manner as other schemes of a similar nature. He pointed out that the assessment of car parking provision should be consistent, but that the advice given to himself and the applicant had been deficient in this regard. He said that officers had said there was insufficient parking provision in the proposals, but that they were unable to explain what sufficient parking provision would be.

He also said that this would be a significant investment in the area and would provide much needed employment opportunities for local people.

A local ward member spoke to the Committee in support of the concerns raised by residents. They said that the proposals were inappropriate for the area, given the current congestion and parking problems that residents experienced. She also pointed out that the everyday problems were greatly exacerbated when Manchester City or Manchester United were playing. The nature of the functions proposed at the development would mean that there would be a large number of people arriving and leaving functions at the same time, rather than being dispersed over a longer time period, which would cause further problems. She supported the analysis of officers

who said that the problem of overspill parking would create such a degree of disamenity that it would not be acceptable for local residents.

The ward member also cited a lack of consultation with local residents by the applicant, which in her opinion demonstrated a complete lack of consideration for the concerns that residents were raising, to the extent that the applicant had behaved in an intimidatory way towards both councillors and residents. She said that she strongly supported the recommendation that the application be refused.

A further ward member spoke to the Committee in objection to the proposals, and said that in addition to the concerns already raised, he was seriously concerned that the increase in traffic would also lead to safety issues given the close proximity of several schools and a large public park.

Officers confirmed that the assessment of parking provision and whether it was adequate or not was a standard process that also considered both the impact of the type of development proposed and the nature of the surrounding area.

The Committee were of the opinion that there had in fact been a lack of consultation on the part of the applicant with local residents, ward members and adjacent businesses, and that the stated disamenity with regard to congestion and parking problems would be so significant as to be unacceptable.

### **Decision**

To refuse to grant the application for the reasons in the report and late representation.

### **PH/17/61      109840/FO/2015/N1 - 40 Swan Street Ancoats Manchester M4 5JG**

A planning application 109840/FO/2015/N1 for the erection of a part 5, part 7 storey building for form 103 residential apartments (C3a) with ground floor commercial unit (Use Class A1, A2, A3, B1 or D1) (570 sqm) with associated basement car parking following demolition of existing buildings was received.

The application site is approximately 0.17 ha and is bounded by Swan Street, Cross Keys Street, Mason Street and Cable Street and forms part of an area known as New Cross situated on the edge of the City Centre. A development framework has been adopted which sets out a masterplan for the redevelopment of the area.

The site is currently occupied by a series of single storey buildings forming a vacant retail/warehouse fronting Swan Street and MOT Garage to Cable Street. There is also a small area of surface level car parking. The topography of the site is relatively flat as is the wider New Cross area. There is limited vegetation on the site and much of what is present is poor quality and self-seeded.

### **Decision**

To approve the application for the conditions and reasons in the report and the late representation.

**PH/17/62     116300/FO/2017 - New Little Mill Jersey Street Manchester M4 6JG**

A planning application 116300/FO/2017 for the conversion of existing building to form 68 residential apartments (C3a) together with two storey roof top extension, hard landscaping, elevational alterations including re-instatement of windows and creation of window openings following demolition of three storey block and removal of steps to Jersey Street together with the creation of car parking, associated vehicular and pedestrian access off Radium Street, boundary treatment and other associated works was received.

The application site is approximately 0.194 ha and is bounded by Waulk Mill, Bengal Street, Jersey Street and Radium Street and lies within the Ancoats and Clayton ward. The site is located within the Ancoats Conservation Area.

The site comprises New Little Mill, a grade II Listed Building and its associated hard standing yard which is accessed off Radium Street and secured by a brick wall. The building is five storeys and was constructed in 1908 and is currently unoccupied having been used for textile purposes and other light industrial uses. The pedestrian access to the building was via Bengal Street and later by steps from Jersey Street.

The building has been altered subsequently which has resulted in a number of modern interventions including the entrance steps from Jersey Street, equipment in the form of lighting and CCTV along Bengal Street and a 1960s new build stair extension on Jersey Street.

The building is linked to the adjacent Murray Mill complex by a series of tunnels running under Bengal Street.

There is limited vegetation within the development site with the topography being described as flat.

Officers confirmed that an additional condition regarding the provision of parking had been omitted from the papers, and that this would be added to the full list of conditions should the application be granted.

**Decision**

To grant the application subject to the conditions and reasons in the report, and an additional condition regarding the provision of parking.

**PH/17/63     116301/LO/2017 - New Little Mill Jersey Street Manchester M4 6JG**

A Listed Building Consent 116301/LO/2017 for the conversion of existing building to form 68 residential apartments (C3a) together with two storey roof top extension, hard landscaping, elevational alterations including reinstatement of windows and creation of window openings following demolition of three storey block, removal of steps to Jersey Street and removal of internal structure together with the creation of car parking, associated vehicular and pedestrian access off Radium Street, boundary treatment and other associated works was received.

The application site is approximately 0.194 ha and is bounded by Waulk Mill, Bengal Street, Jersey Street and Radium Street and lies within the Ancoats and Clayton ward. The site is located within the Ancoats Conservation Area.

The site comprises New Little Mill, a grade II Listed Building and its associated hard standing yard which is accessed off Radium Street and secured by a brick wall. The building is five storeys and was constructed in 1908 and is currently unoccupied having been used for textile purposes and other light industrial uses. The pedestrian access to the building was via Bengal Street and later by steps from Jersey Street.

The building has been altered subsequently which has resulted in a number of modern interventions including the entrance steps from Jersey Street, equipment in the form of lighting and CCTV along Bengal Street and a 1960s new build stair extension on Jersey Street.

The building is linked to the adjacent Murray Mill complex by a series of tunnels running under Bengal Street.

There is limited vegetation within the development site with the topography being described as flat.

Officers confirmed that an additional condition regarding the provision of parking had been omitted from the papers, and that this would be added to the full list of conditions should the application be granted.

## **Decision**

To grant the application subject to the conditions and reasons in the report, and an additional condition regarding the provision of parking.

### **PH/17/64     115197/JO/2017 - 84-86 Oldham Street Manchester M4 1LF**

A planning application 115197/JO/2017 for the Variation of condition 3 attached to previously approved planning permission 108452/FO/2015/C2 to allow for a later closing time of 00.30 on Friday and Saturday nights only for a temporary period of 6 months was received.

Planning permission is sought to vary condition 3 attached to the previous permission (108452/FO/2015/C2) to allow the premises to close at 00.30 on Friday and Saturday nights for a temporary period of 6 months.

The premises currently shuts at 11pm (except on Sundays and Mondays when it closes at 4pm) with last orders being at 10.30pm and the extended hours would allow the venue to apply for an extended license until midnight as Koffee Pot has a 30 minute last entry policy. The applicant would keep the kitchen open longer and offer food beyond 11pm on Fridays and Saturdays.

The applicant has stated that the business is not sustainable without the extra hours being applied for. They employ twenty-five people and this could change if the business was revised to not open in the evening at all. There are other similar

venues in the area that have later opening hours and the applicant wants to be able to compete with these.

A strict Operating Schedule, Smoking Management Strategy and Dispersal Policy would ensure that the amenity of nearby residents would continue to be safeguarded during the extended opening hours.

Officers confirmed that an additional condition would be added to any temporary permission granted to mitigate concerns regarding the acoustic treatment of externally mounted plant and equipment.

## **Decision**

To grant temporary approval for a period of 6 months subject to the conditions and reasons in the report and the late representation.

### **PH/17/65      116189/FO/2017 - 3 St Peters Square (formally Peterloo House) Manchester M1 4LF**

A planning application 116189/FO/2017 for the demolition of an existing building and construction of a 20 storey building (and basement) comprising a 328 bedroom hotel (Use Class C1) (with ancillary food and drink uses) on ground floor to 8th floor and a 262 bedroom apart-hotel (Class C1) with ancillary reception area, food and drink uses and staff facilities on floors 9-20 was received.

The site is 0.12 hectares in size and located in Manchester city centre. It is bounded by George Street, Dickinson Street, St Peter's Square and Back George Street.

Located in the George Street Conservation Area and next to the St Peter's Square Conservation Area, the site forms part of the Civic Quarter Regeneration Framework area, a major regeneration priority for the City Council.

There are no listed buildings on the site, but there are several nearby including the Grade II listed Princess Buildings (which includes 72-76 George Street next to the site boundary), Manchester Town Hall and Town Hall Extension (Grade I and II\* respectively), Manchester Central Library (Grade II\*) and the City Art Gallery and Athenaeum (Grade I and II\*).

The site is currently home to a seven storey office building called Peterloo House and private car park. The building is a concrete and grey brick clad structure built in the 1970s and has been vacant for a number of years.

Planning permission for the demolition of the existing building and erection of a 12 storey office building was granted in 2014 (ref: 106179/FO/2014/C2) and expired earlier this year. A planning application for the construction of a 20-storey building comprising a 328-bedroom hotel and 108 apartments (115294/FO/2017), was withdrawn in May 2017.

The applicants agent spoke to the Committee and said that this would be high quality development which is a crucial component of the overall transformation of St Peter's Square. The newly pedestrianised section of Dickinson Street to Back George Street (and the site) and resurfaced roadway to George Street are, at the time of writing, nearly complete and will provide a high quality link to St Peter's Square.

Officers confirmed that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the City Centre Strategic Plan and the Community Strategy. It is also in accordance with the national planning policies contained within the National Planning Policy Framework and should be approved.

The Committee welcomed the fact that the applicant's agent had attended the Committee to explain the scope and concept of the proposals, and were satisfied that the development would be an enhancement to the locality.

### **Decision**

To approve the application subject to the conditions and reasons in the report and the late representation.

#### **PH/17/66      115107/FO/2017 - Land Bounded By The River Irwell To The North & West, Water Street To The East And The A6402 & A57 To The South Manchester**

A planning application 115107/FO/2017 for the Construction of a mixed use development comprising two podiums of three storeys and five residential (Class C3) towers of 26, 26, 37, 41 and 67 storeys (including podium heights) connected by a new pedestrian bridge. Retail, commercial, leisure (gym and boat club) and community uses (community gallery and events space)(Use Classes A1, A2, A3, A4 or D2), workspace facilities (Class B1) and an educational facility (Class D1) within the lower floors and podium level together with new riverside walkway, public realm and landscaping (including podium level parks). Two levels of parking for 581 cars and 2,532 bicycles and 200 cycle spaces within the public realm areas was received.

The application proposes the construction of a mixed use development comprising two podiums of three storeys and five residential (Class C3) towers of 26, 26, 37, 41 and 67 storeys (including podium heights) connected by a new pedestrian bridge. The applicant states that their vision is to create a new neighbourhood which promotes enterprise, entrepreneurship and innovation through its design, layered mix of uses and target occupiers.

The applicant has called the five Towers V, W, X, Y and Z (see plan below). There would be 1390 apartments of one and two bedrooms in a mix of tenures. The current proposal is for 53% of units to be for sale. These would be in Towers X and Y. Approx. 47% of the apartments would be for private rental sector (PRS) housed in Towers V, W and Z. 458 would be one-bed apartments (33%) and 932 would be two-bed apartments (66%). It is estimated that 2,500 to 3,000 people would live at Trinity Islands.



A total of 12,163 sq. m (GIA) of commercial floorspace (Use Classes A1, A2, A3, A4, B1, D1, and D2) would be provided including retail (6,850 sq. m), educational (1,950 sq. m) and workspaces (2,400 sq. m). The scheme also includes a new riverside walkway, public realm and landscaping including parks on top of the podium.

The commercial offering for Site C includes a number of uses which are intended to help to establish Trinity Islands as a destination in the local area. This includes:

- A boat club facility for the University of Manchester;
- A community art / gallery space;
- A food market operation, covering an area of 1,266 sq. m., which would provide space for small independent food retailers who would serve the local community; and
- An educational facility of 1,950 sq. m across three floors of the podium. This facility could accommodate a variety of end users and would be determined at a later date in conjunction with the City Council.

The applicants agent spoke to the Committee and explained the scope and concept of the proposals. The proposal would provide high quality public space focused within central courtyards at ground-floor level to provide a focal point for activity for residents and visitors. A riverside walkway would create an attractive link for pedestrians between St John's and Castlefield. Parks would provide dedicated amenity space for residents at podium-level including high quality hard and soft landscaping, café and residential amenity facilities, and a multi-use sports areas.

The residential units have been designed to exceed the standards set out in the Nationally Described Space Standards, providing large apartments with generous amenity spaces. The range of uses including a gym, retail, restaurants and community uses further add to the functionality of the proposal.

The inclusion of an educational facility is a pivotal part of the scheme and will contribute to the aim of making the scheme a cohesive community rather than a series of disparate sectors.

Officers confirmed that the proposed pedestrian bridge would include provision for cycling.

The Committee acknowledged the size of the undertaking and the scale of the proposals would initiate significant change in this part of the City Centre, but were of the opinion that this would provide a significant enhancement to this part of the City.

The Committee also welcomed the provision of a condition regarding a Section 106 agreement for the provision of affordable housing, and expressed that they looked forward to schemes being proposed for affordable housing in the City Centre and the immediate vicinity.

## Decision

Minded to approve subject to the conditions and reasons in the report and the late representation and subject to a Section 106 agreement for the provision of affordable housing.

### **PH/17/67      115871/FO/2017 & 115872/LO/2017 - Former Bauer Millet Site Albion Street Manchester**

A planning application 115871/FO/2017 for the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including staircase and lift to connect with viaduct, car and le parking, landscaping and other associated works and a Listed Building Consent 115872/LO/2017 for alterations to viaduct structure including insertion of columns and circulation cores, creation of shop fronts to Great Bridgewater Street, stair case to Great Bridgewater Street and alteration and removal of cast iron ribs to Great Bridgewater Street bridge in association with the erection of a 40 storey building to form 375 residential apartments (Use Class C3a) and the erection of a 14 storey building for form offices (Use Class B1) (31,756 sqm) together with ground floor commercial space (Use Class A1, A3 or A4) (1010 sqm) with associated enclosed service yard, public realm including car and cycle parking, landscaping and other associated works were received.

A local resident spoke in opposition to the proposals and said that the scale and massing of the development would be overbearing and a major overdevelopment of the site. He told the Committee that the public consultation had been invisible to local residents, and that it was held at Christmas time in a relatively inaccessible location. In addition, the size of the proposed building would result in significant loss of amenity to many of the apartments in the adjacent Beetham Building, which would include loss of light and overshadowing, loss of privacy and loss of the views from the Beetham Building. He added that the design was of poor quality and would be a nondescript concrete building that was unsuitable for the location, given the significant heritage assets in the immediate locality. The resident agreed with Manchester Conservation Areas and Historic Buildings Panel assessment that the heritage assets are beneficial to the public realm and the level of harm is not outweighed by the public benefits. The changes in levels and access/permeability for pedestrians looks compromised and the proposal lacks legibility.

In addition, the resident said that the pictures contained with the report had not included pictures of already approved but not yet constructed projects, so that the overall impact of the development was not accurate. He added that this would be the closest 2 tall buildings in Manchester.

The applicant's agent spoke to the Committee and said that the proposals represented a substantial investment in a currently underutilised City Centre site, which would bring significant public benefits. He disputed that the consultation process had not been transparent, and said that it had taken place over a period of 2 days and that all relevant residents and business has been notified well in advance of

the process. He said that changes had been made to the proposals as a result of residents comments, and that the proposals reflect the importance of the site to several established and emerging civic areas of interest.

A local ward member spoke to the Committee and referred to condition 7 in the report that refers to a detailed construction management plan outlining working practices during development. She asked if a community construction strategy could be included, which would include consultation with local residents on the construction management plan.

Officers confirmed that consultation prior to the submission of the application was at the discretion of the applicant and was not compulsory. In addition, officers confirmed that all consultation that was required of the planning authority had been carried out correctly and in a timely manner. Officer also confirmed that as part of the construction management strategy, it would be made very clear that consultation and communication with residents would be a key part of the strategy.

The Committee requested further information about the waste management arrangements, and were advised that they were appropriate and adequate for the scheme.

## **Decision**

To approve the application subject to the conditions and reasons contained in the report and the late representation.

### **PH/17/68      116099/FO/2017 & 116100/LO/2017 - London Road Fire Station 50 London Road Manchester M1 2PH**

A planning application 116099/FO/2017 for the refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), residential apartments (Use Class C3) and cinema and spa (Use Class D2), together with creation of new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works and a Listed Building Consent 116100/LO/2017 for the internal and external works in association with refurbishment, restoration, reconfiguration and extension of former London Road Fire Station site to create a mixed use development comprising of hotel, workspace/office, commercial floorspace for shop and food and drink uses, residential apartments, cinema and spa, together with creation of new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works were received.

Planning permission is sought for the refurbishment, restoration, reconfiguration and extension of the former London Road Fire Station to create a mixed-use development comprising of hotel (Use Class C1), workspace/office (Use Class B1), commercial floorspace for shop and food and drink uses (Use Classes A1, A3 and A4), apartments (Use Class C3), cinema and spa (Use Class D2), together with the creation of a new basement area, access and highways works, servicing, rooftop plant, landscaping and associated works.

The proposal would restore the building to enable its conversion into a range of uses and would include new features such as below-ground excavation works to create additional basement areas, a new courtyard entrance to the basement level, the installation of new lift and stair cores where appropriate and a new extension within the courtyard area to floors 1-3. Other modern interventions proposed include extra supports the balconies retained within the courtyard.

The applicant's agent spoke to the Committee and said that this proposal would deliver highly significant regeneration benefits. It would create a new destination through a conservation-led approach to one of Manchester's most important heritage assets. The building forms a gateway to the City Centre from Piccadilly Station and its restoration and reuse would act as a catalyst to the regeneration of the surrounding area, including Mayfield, the HS2 Masterplan and the North Campus, as well as the ongoing enhancement of the Whitworth Street connection into the heart of the Manchester Corridor.

Redevelopment of the former London Road Fire Station is identified as a key regeneration project given its importance as a highly distinctive local landmark with the potential to make a significant contribution to the regeneration of the area through its refurbishment and re-use.

Officers confirmed that this had been a major redevelopment target in the city centre for a number of years. Officer also clarified to the Committee that the residential units with the scheme would be for multi-purpose uses, which could include flexible living and working spaces, or a blend of both with a single unit. Officer also confirmed to the Committee that a condition could be introduced to ensure that any furniture, fixtures or fittings could be conserved and retained by other suitable organisations should they be found to be not appropriate for use within the restored building. Officers also confirmed that the proposals provided love and care for the restoration of the listed building.

## **Decision**

To approve the application subject to the conditions and reasons in the report and an additional condition regarding the conservation of any item not re-used in the restoration.

### **PH/17/69      115919/FO/2017 - Land Adjacent To Hulme Hall Road Manchester M15 4LY**

A planning application 115919/FO/2017 for the Construction of new 8 storey (plus basement) residential building (Use Class C3) to incorporate 108 no. apartments together with access and servicing arrangements, car and cycle parking, and associated works was received.

Planning permission is sought for an eight storey apartment building, plus a basement that would accommodate 108 no. apartments together with access and servicing arrangements, car and cycle parking, and associated works. 34 would be 1-bed 2 person apartments, 41 would be 2-bed 3 person apartments, 31 would be 2-bed 4 person apartments and 2 would be 3-bed 5 person apartments.

The site has a change in level with the canal being a full floor below the level of Hulme Hall Road. 24 car parking spaces are proposed within the basement together with 108 secure cycle parking spaces. The basement area would also house the central refuse storage areas as well as plant and equipment.

A local resident spoke in objection to the proposals, and said that approval would have a significant negative impact on the amenity of local residents. This would include loss of light to apartments in Albert Mill, overlooking and loss of privacy due to the overbearing nature of the building, a significant negative impact on the historic setting of Albert Mill and congestion and parking problems both during the construction phase and when new residents moved in.

The applicants agent spoke to the Committee and said that this was a high quality project, which would deliver much needed accommodation in the area and develop a currently vacant brownfield site. He also said that the proposal complies with Manchester's Green and Blue Infrastructure Strategy and provides links to Manchester's wider blue and green corridor. The proposal would have a positive impact on the blue infrastructure of the city, providing access to and improving the environment adjacent to the canal and providing high quality accommodation adjacent to the canal.

Officers confirmed that the site is currently in a very poor condition and in need of appropriate development. The proposed building is larger than the previous building but it is considered that the scale and massing would respond to the scale of the surrounding buildings and provide a development which addresses a prominent site along the Bridgewater Canal and the bridge on Hulme Hall Road.

The Committee queried the waste management arrangements, and asked if they were appropriate for the size of the development. Officers confirmed that the arrangements were considered acceptable.

## **Decision**

Minded to approve subject to a Section 106 agreement for the provision of affordable housing.

### **PH/17/70     116173/FH/2017 - 16 Kent Road West Manchester M14 5RF**

A planning application 116173/FH/2017 for the Erection a single storey rear extension to form additional living accommodation and installation of window to side elevation was received.

The application was brought to Planning and Highways as the applicant is a local ward councillor.

Planning permission is sought for the erection of a single storey rear extension to provide additional living accommodation, together with the insertion of an additional window on the side elevation of the property.

The applicant has amended the plans since originally submitted to incorporate a hipped roof arrangement to the single storey extension to reflect similar extensions on neighbouring properties.

The Committee considered all of the representations carefully. They concluded that the proposals would not have a negative impact in terms of design, scale and massing and did not consider that the proposal would create any loss of amenity to neighbouring occupiers

## **Decision**

To approve the application subject to the conditions and reasons in the report.

### **PH/17/71     116113/FO/2017 - 165 Kingsbrook Road Manchester M16 8NR**

A planning application 116113/FO/2017 for the erection of eight, three storey houses with associated car parking and landscaping following demolition of existing building was received.

There are three different house types proposed for the site. All the properties are traditional in their styling with pitched tile roofs, however they are given a contemporary feel through the use of white rendered two storey flat roofed bay windows whilst the main body of the house would be brick. Windows would be anthracite grey. With the exception of the corner property principle windows would be located in the front and rear elevations. Windows in the side elevations would be smaller and serve en-suite bathrooms. Each property would also have a side door. The corner property would have its principle windows in the road frontages with a secondary window to the dining room in the rear elevation at ground level. At first floor level there would be two windows serving en-suite bathrooms, one in the rear elevation and one in the side facing the gable of the adjacent property.

The accommodation in two of the house types which will make up seven of the properties in the development would comprise on the ground floor a lounge, kitchen/diner, wc and utility room, the first floor would comprise two bedrooms both with en suits and one with a dressing room. In the roof void would be a further two bedrooms with a shared en suite. The corner property would provide on the ground floor a lounge, kitchen/diner, utility room and wc, on the first floor two bedrooms both with an en suite and in the roof void a further two bedrooms with a shared en suite.

The Committee considered all of the representations carefully. They concluded that the proposals would not have a negative impact in terms of design, scale and massing and did not consider that the proposal would create any loss of amenity to neighbouring occupiers

## **Decision**

To approve the application subject to the conditions and reasons in the report.

**PH/17/72      116225/JO/2017 - British Muslim Heritage Centre College Road  
Manchester M16 8BP**

A planning application 116225/JO/2017 for the variation of Condition 3 attached to application 112122/FO/2016/S1 to allow the temporary marquee to be used until 1.30am for night prayer during Ramadan 2018/2019 was received.

Planning Permission and Listed Building Consent (100277 and 100278) were granted in September 2013 for the siting of a marquee located on the hard standing and grassed area to the south of the west wing. The marquee provides a large floor space for functions, such as weddings, attended by up to 600 people. The marquee was erected shortly after approval was granted and the structure is a standard, white, pvc and glazing construction with an internal area of 900 sq m. The height to eaves level is 4m and to the ridge is 8.9m. The structure also has ancillary accommodation for kitchens, toilets and bin storage, and it includes ramps and an entrance canopy.

The consent was granted for a temporary period of 3 years with hours of use from 9.00 am to 10.30 pm seven days a week, although it was stated at the time that it would be unlikely to be in use every day. The aspiration was to bring in funding from these activities to contribute towards longer term proposals for the site and the listed building.

Since the original consent, permission has been granted for a further three years under application reference 112122/FO/2016/S1 (accompanied by application 112123 for the renewal of the listed building consent to October 2019.) This application seeks to vary the hours of use condition attached to the abovementioned application.

The committee considered all of the representations carefully. They concluded that the use of the marquee for an additional 3 hours for the period of Ramadan 2018/2019 would cause such harm to residential amenity that would warrant withholding planning consent.

On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

**Decision**

To approve the application subject to the conditions and reasons in the report.